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DEPARTMENT OF CITY PLANNING

100 LARKIN STREET - SAN FRANCISCO, CALIFORNIA 94102

(415) 552-1134

NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT
IS DETERMINED TO BE REQUIRED

DOCUMENTS DEPT.

FEB 1 1982

Date of this Notice: January 22, 1982*

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Lead Agency: City and County of San Francisco, Department of City Planning
100 Larkin Street, San Francisco, CA. 94102

Agency Contact Person: Paul Rosetter

Tel: (415) 552-1134

Project Title: 81.492E
90 New Montgomery Office Building

Project Sponsor: Highfield Development
Colorado, Inc.
Project Contact Person: Peter Gordon
Gensler and Associates

Project Address: 90 New Montgomery Street at Mission Street

Assessor's Block(s) and Lot(s): Assessor's Block 3707, Lot 14

City and County: San Francisco

Project Description: Demolish 2-story parking garage and construct a 15-story,
202-foot building containing a total of about 144,400 sq. ft.,
including approximately 127,800 sq. ft. of offices, 4,800 sq. ft.
of retail space, and a 9,600 sq. ft. basement providing 25
parking spaces.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL
IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the
Guidelines of the State Secretary for Resources, Sections 15081 (Determining Signi-
ficant Effect), 15082 (Mandatory Findings of Significance) and 15084 (Decision to
Prepare an EIR), and the following reasons, as documented in the Environmental
Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing of an Appeal of this Determination to the City Planning Commis-
sion: February 1, 1982*.

An appeal requires 1) a letter specifying the grounds for the appeal, and 2) a
\$35.00 filing fee.

*BECAUSE OF THE LATE MAILING OF THIS DOCUMENT, THE DEADLINE FOR APPEALING THIS
DETERMINATION IS EXTENDED TO FEBRUARY 8, 1982.

Alec S. Bash
Alec S. Bash, Environmental Review Officer



DEPARTMENT OF CITY PLANNING

100 LARKIN STREET SAN FRANCISCO CALIFORNIA 94102

FINAL INITIAL STUDY

90 NEW MONTGOMERY STREET

OFFICE BUILDING

SAN FRANCISCO

81.492E

January 1982

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ENVIRONMENTAL EVALUATION CHECKLIST
(Initial Study)

Project File No: 81.492E

Title: 90 New Montgomery Office Building

Address: 90 New Montgomery Street

Assessor's Block and Lot: 3707/14

PROJECT DESCRIPTION

Highfield Development Colorado, Inc. proposes to construct an office building with street-level retail uses at the northwest corner of the intersection of New Montgomery and Mission Sts. (see Figure 1). The site is currently used as a three-level parking garage and encompasses Lot 14 of Assessor's Block 3707. It is in the C-3-0 (Downtown Office) Use District and the 500-I Height and Bulk District; permitted floor area ratio (FAR) for the site is 14:1.

The site is an irregular rectangle with frontages of approximately 80 ft. on New Montgomery St. and 115 ft. on Mission St., and is approximately 9,800 sq. ft. in area. It is bounded on the north by Aldrich Alley. This passageway is 12 ft. wide, including a seven-ft.-wide driveway with 2.5-ft.-wide sidewalks on both sides. With project implementation, the passageway between the two buildings would be widened to 14.5 ft. for the length of the site, including a ten-ft.-wide driveway and a two-ft.-wide sidewalk adjacent to the project.

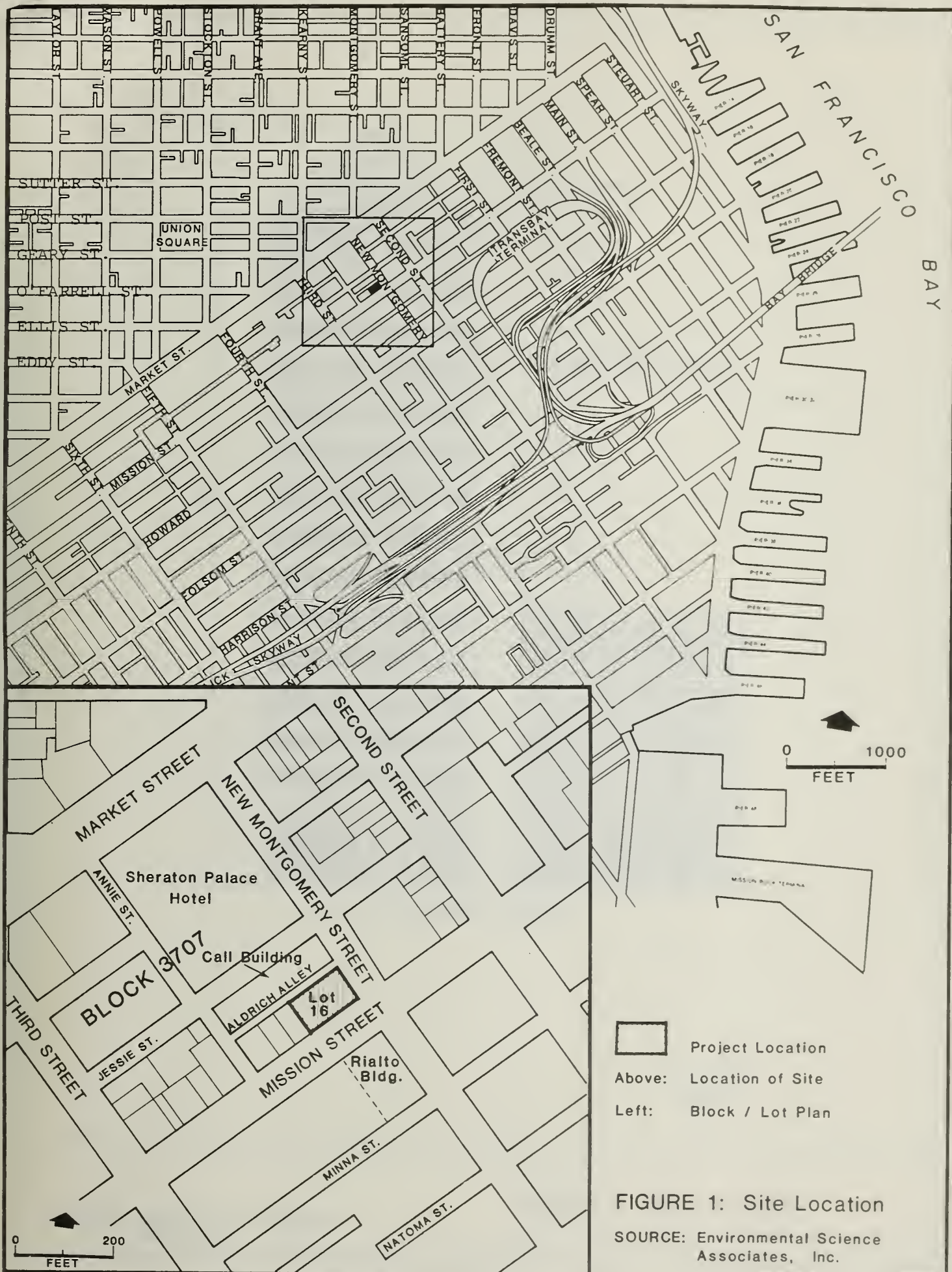
The proposed 15-story building would be 240 ft. tall including the mechanical penthouse; it would contain approximately 144,400 gross sq. ft. of floor area, including one basement floor. The structure would be rectilinear in form (see Figures 2 and 3); design details for the base and the top of the building have not been finalized. The building exterior above ground level would consist of colored aluminum spandrel panels with tinted glass. Clear glass would be used on the main floor. The ground floor would contain approximately 4,770 gross sq. ft. of retail space, the lobby providing access to offices on the upper floors, and an off-street loading dock (see Figure 4). The basement would contain 9,565 sq. ft. of parking area and 810 sq. ft. of storage and mechanical equipment space (see Figure 5). Each of the upper 14 floors would contain about 9,125 gross sq. ft. for a total of 127,800 gross sq. ft. of office space. Approximately 520 people would be employed at the site.

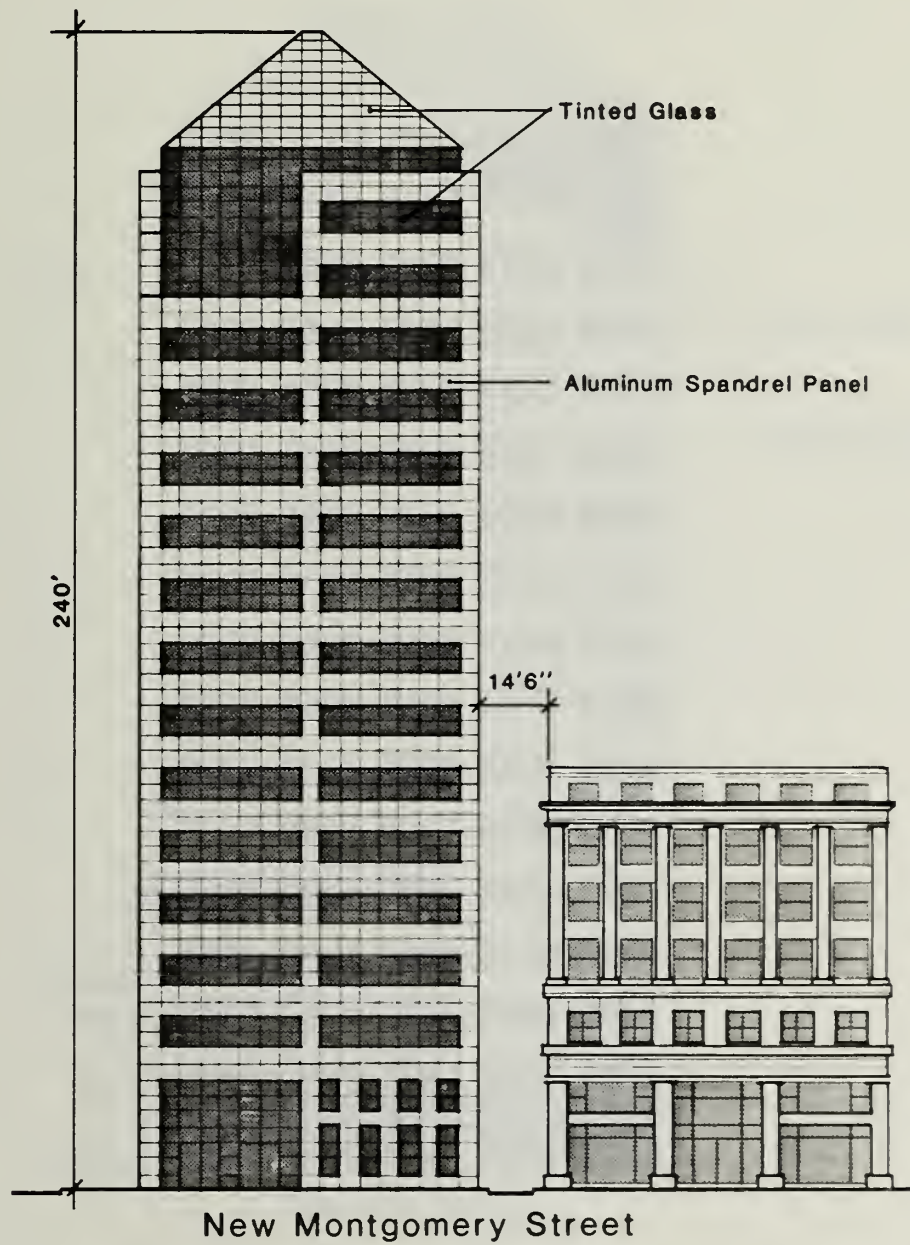
Three pedestrian entrances would be located along the New Montgomery frontage of the building; two would provide access to the building lobby and one would provide access to the retail space located in the northeastern corner of the ground floor. Two pedestrian entrances along the Mission St. frontage would provide access to the retail space located in the western portion of the ground floor of the building. Retail space would have clear glass windows along the sidewalk; upper levels would have windows on all four sides.

From New Montgomery St. which is one-way southbound, cars would enter the parking garage in the basement via a one-lane ramp with access from Aldrich Alley, the one-lane street adjacent to the site on the north. When leaving the garage, cars would enter New Montgomery St. via the ramp and Aldrich Alley. There would be 25 parking spaces including one oversized space designated for handicapped persons. Parking space is currently provided in the existing basement including space under the public sidewalk along New Montgomery and Mission Sts.; this existing arrangement would be continued with the basement plan as proposed in the project.

A loading dock would be provided with access from Aldrich Alley. Pursuant to discussions with the Department of Public Works, the alley would be widened to facilitate access to the dock. To unload, trucks would turn right from New Montgomery St. onto Aldrich Alley, drive about 150 ft. down the passageway, and back into the loading dock area. For egress, the trucks would continue westward down Aldrich Alley, turn left onto Annie St., and right onto Mission St.

Project sponsor is Highfield Development Colorado, Inc., a subsidiary of Highfield Corporation Ltd., a Canadian corporation based in Vancouver, British Columbia. Project architects are Gensler and Associates, San Francisco, California.

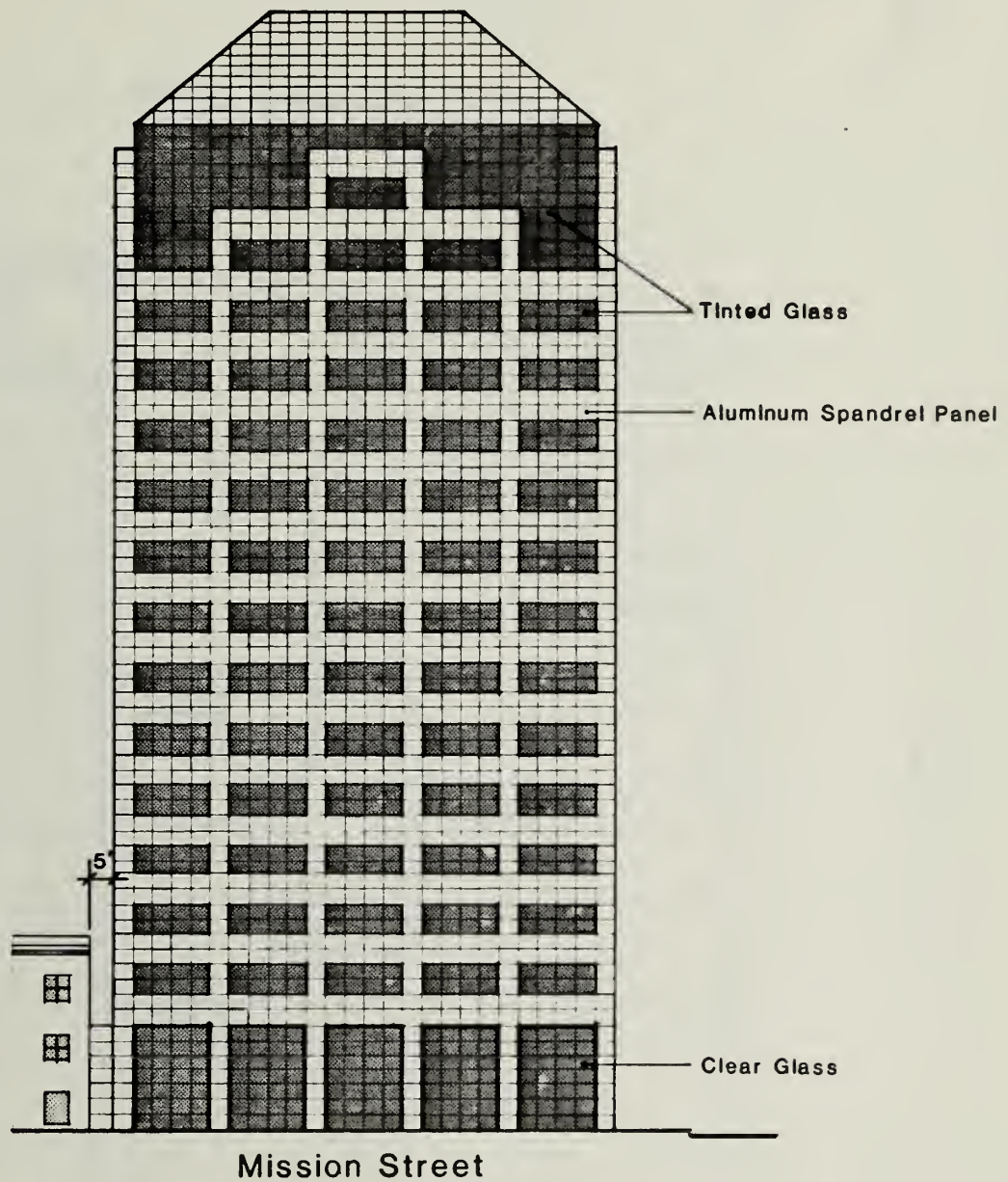




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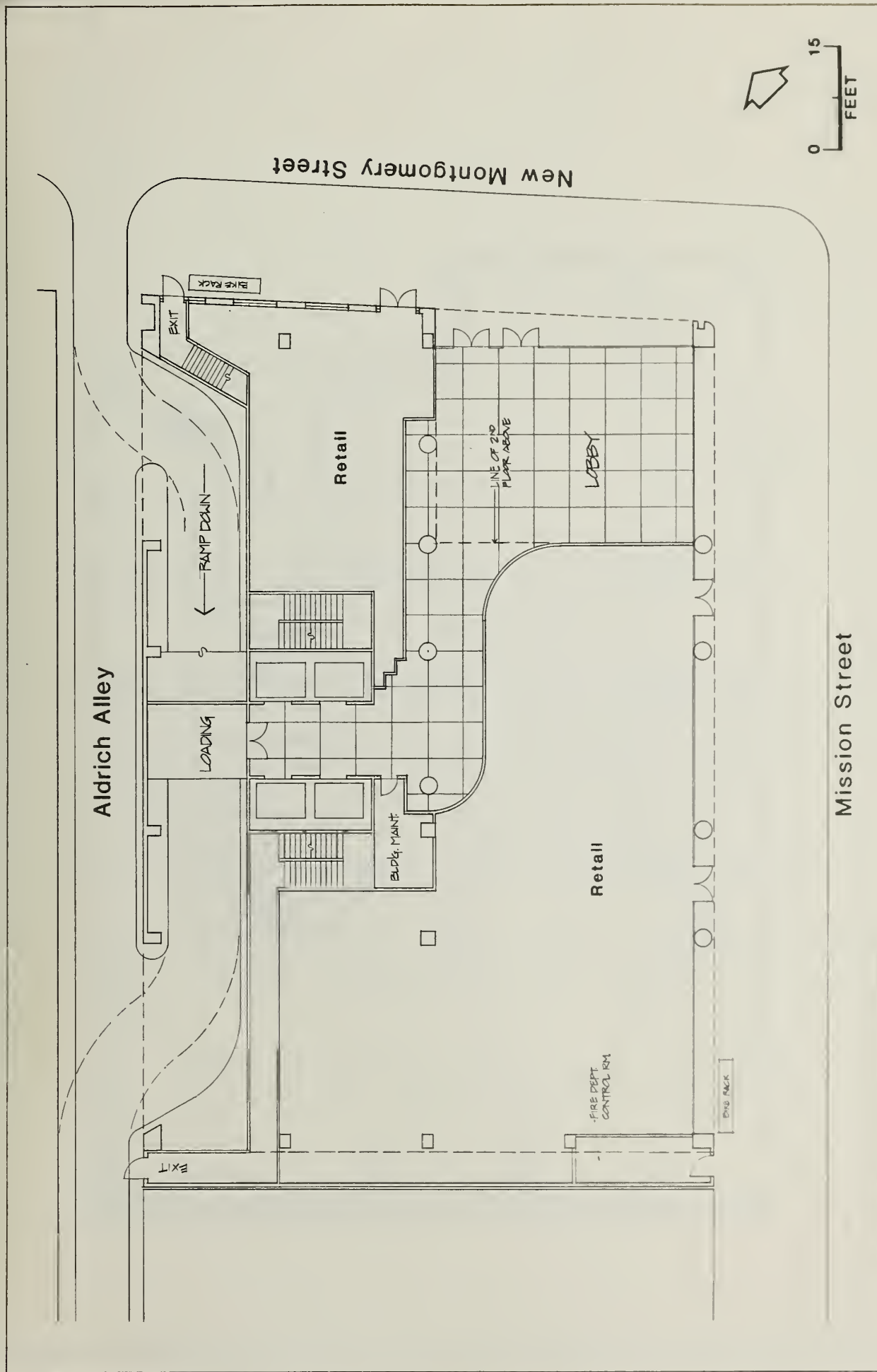
SOURCE: Gensler and Associates,
Architects

FIGURE 2: East Elevation



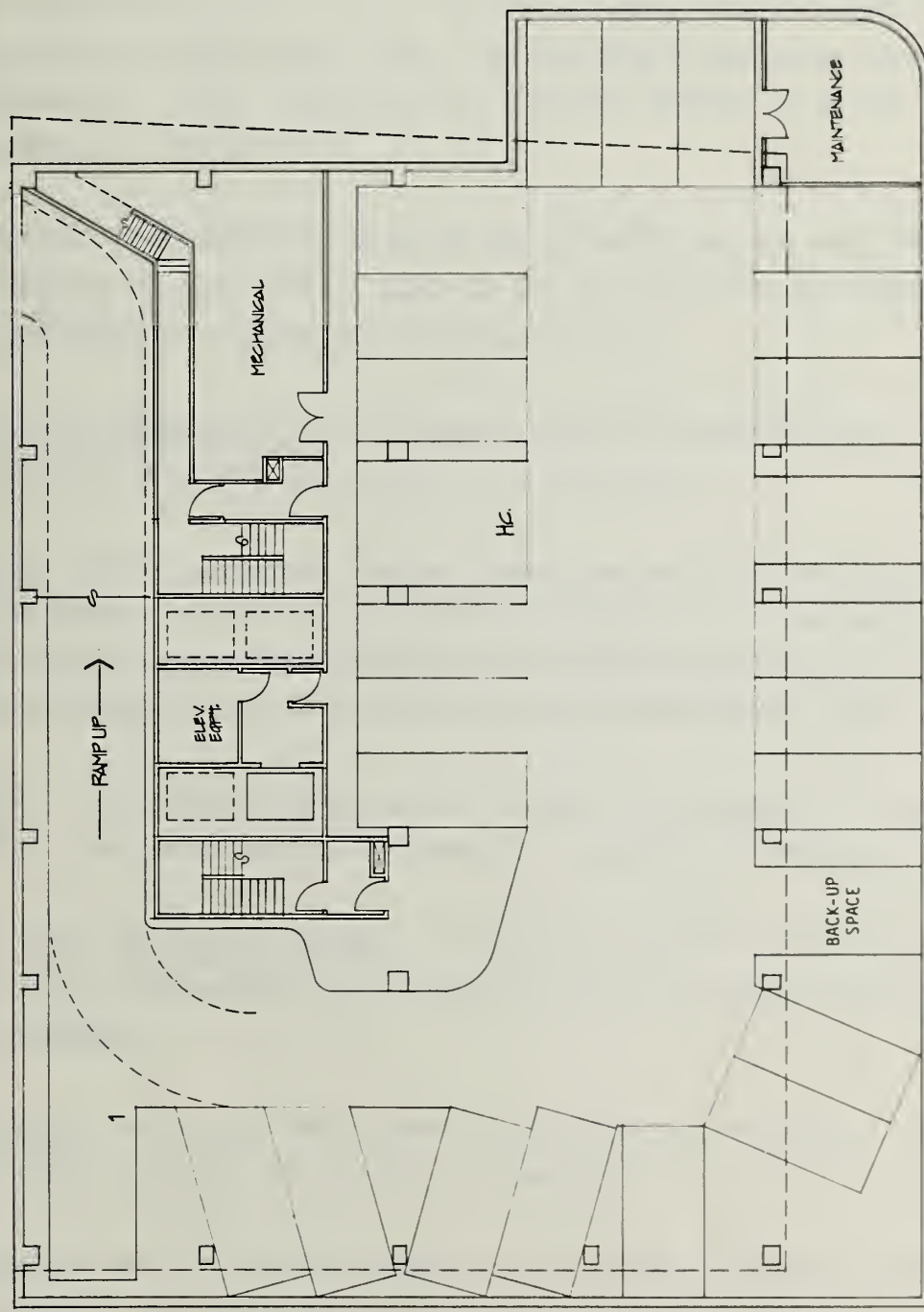
SOURCE: Gensler and Associates,
Architects

FIGURE 2: South Elevation



SOURCE: Gensior and Associates, Architects

FIGURE 4: Ground Floor Plan



SOURCE: Gensler and Associates, Architects

FIGURE 5: Basement Plan

POTENTIAL ENVIRONMENTAL EFFECTS

Potential environmental effects resulting from the proposed project include provision of parking which does not comply with policies of the Comprehensive Plan; urban design aspects, including relationship to nearby historic buildings; increased housing demand generated by the project; effects on transportation and circulation; noise impacts of pile driving during construction; cumulative air quality impacts associated with project operation and project-generated traffic; possible shadow effects; subsurface geologic conditions; energy demand; impact on the City's emergency response plans; and archaeology. These issues will be analyzed further in an EIR which will be prepared for the project.

Potential environmental issues of the proposed project that have been determined in this Initial Study to be insignificant, and therefore will not be addressed in the EIR, are discussed below.

Land Use Compatibility: The project would be consistent with land uses in the vicinity of the site and in the C-3-0 district.

Noise: After completion, project operation would not perceptibly increase noise levels in the project vicinity. Operational noise would be regulated by the San Francisco Noise Ordinance and noise insulation measures contained in the Noise Guidelines of the San Francisco Comprehensive Plan.

Wind: The project does not appear to have the potential to create adverse ground-level wind impacts in areas with significant pedestrian traffic.

Utilities and Public Services: Increased demand for public services and utilities attributable to the project would not require additional personnel or equipment.

Biology: The project would have no direct effect on plant or animal life as the site is totally occupied by a structure.

Hazards: The site and the project would neither cause nor be affected by hazardous uses or health hazards.

A. GENERAL CONSIDERATIONS:

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
1. Would the project conflict with objectives and policies in the Comprehensive Plan (Master Plan) of the City?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
2. Would the project require a variance, or other special authorization under the City Planning Code?	<u> </u>	<u> </u>	<u>X</u>	<u> </u>	<u> </u>
3. Would the project require approval of permits from City Departments other than DCP or BBI, or from Regional, State or Federal agencies?	<u> </u>	<u> </u>	<u>X</u>	<u> </u>	<u>X</u>
4. Would the project conflict with adopted environmental plans and goals?	<u> </u>	<u> </u>	<u>X</u>	<u> </u>	<u> </u>

The project, which provides office space in the Financial District, would be consistent with the specific statement in the City Planning Code describing the Downtown Office District (C-3-0) as "playing a leading national role in finance, corporate headquarters and service industries, and serving as an employment center for the region."

The project generally complies with provisions of the Comprehensive Plan. The project would comply with Objective 6 of the Commerce and Industry Element of the Comprehensive Plan to "maintain and improve San Francisco's position as a prime location for financial, administrative, corporate and professional activities" and Policy 2 of Objective 6 to "maintain a compact downtown core."

The project would provide retail space on the ground floor with pedestrian entrances on Mission and New Montgomery Sts. This would comply with Policy 4 of Objective 6 in the Downtown Retail Element of the Comprehensive Plan by "providing amenities for those who live, work and use downtown."

The project provides 25 parking spaces at the basement level which may be short-term or long-term parking. Policy 4 in the Transportation Element of the Comprehensive Plan discourages provision of any long-term parking facilities. The project would reduce the number of parking spaces within the

downtown core. The existing parking garage provides approximately 100 parking spaces, so project implementation would result in a net reduction of 75 spaces. One of the parking spaces would be designed for use by physically handicapped drivers; this would comply with Policy 2 of the Transportation Plan to provide "parking facilities within and adjacent to the downtown core...for vehicles driven or operated for the physically handicapped."

A request for continued use of the subsurface parking area would be included with the application for a building permit. The area under the sidewalks is a public right-of-way and may be used by the City at any time.

B. ENVIRONMENTAL IMPACTS:

1. Land Use. Would the proposed project:

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Be different from surrounding land uses?	<u> </u>	<u> </u>	<u> X </u>	<u> </u>	<u> X </u>
b. Disrupt or divide the physical arrangement of an established community?	<u> </u>	<u> </u>	<u> X </u>	<u> </u>	<u> </u>

The project would provide 14 floors of office space with retail uses on the ground level. Most of the surrounding land uses on New Montgomery St. are office with some retail; uses along Mission St. are primarily retail. The Call Building to the north of the site and the Crossley Building directly across New Montgomery St. from the site are both used as office space by Crocker Bank. The Rialto Building, across Mission St. from the site, is an office building with ground floor retail uses. Retail establishments such as Guaranty Office Equipment are located west of the site along Mission St.

Uses proposed for the site are consistent with surrounding land uses; this topic will not be discussed in the EIR.

2. Visual Quality and Urban Design. Would the proposed project:

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Obstruct or degrade any scenic view or vista open to the public?	<u> </u>	<u> </u>	<u> X </u>	<u> </u>	<u> </u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
b. Reduce or obstruct views from adjacent or nearby buildings?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
c. Create a negative aesthetic effect?	<u> </u>	<u>X</u>	<u> </u>	<u> </u>	<u>X</u>
d. Generate light or glare affecting other properties?	<u> </u>	<u> </u>	<u>X</u>	<u> </u>	<u>X</u>

The project would not obstruct any scenic view or vista now available to the public.

The project would block or reduce pedestrian views across the site from the south side of Mission St.; these views include the southern side of the Call Building above the third floor and upper elevations of office towers located on Market St. Views of the Rialto Building across the site from the northeast along New Montgomery St. would be reduced by the project.

The project would block views to the south from the Call Building and views to the north from the Rialto Building. Mid-range views to the south from upper floors in the Sheraton Palace Hotel would be reduced by the project.

The building would contain no reflective glass or high-intensity lighting and hence would not impose a reflective or glaring light on other properties.

View blockages are not extensive and no generation of glare is proposed; these effects will not receive further discussion in the EIR.

The project would change the appearance of the site, which is part of the two-block New Montgomery St. section of the Financial District, by replacing a two-story parking garage with a 15-story building (see Environmental Impacts, Cultural p. 24). Because the facade and mass of the project are different from existing buildings, urban design aspects of the project and its relationship to other buildings in the vicinity will be discussed in the EIR.

3. Population/Employment/Housing.
Would the proposed project:

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Alter the density of the area population?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
b. Have a growth-inducing effect?	<u> </u>	<u> X </u>	<u> </u>	<u> </u>	<u> X </u>
c. Require relocation of housing or businesses, with a displacement of people, in order to clear the site?	<u> X </u>	<u> </u>	<u> </u>	<u> </u>	<u> X </u>
d. Create or eliminate jobs during construction and operation and maintenance of the project?	<u> X </u>	<u> </u>	<u> </u>	<u> </u>	<u> X </u>
e. Create an additional demand for housing in San Francisco?	<u> X </u>	<u> </u>	<u> </u>	<u> </u>	<u> X </u>

The project would increase the number of daily employees on-site from approximately ten to approximately 520./1/ Approximately ten employees currently working in shifts at the parking garage would be displaced.

Under the formula currently used by the Department of City Planning, office uses in the project would be expected to generate a demand for approximately 112 housing units in San Francisco./2/

It can be expected that the project's estimated net 510 primary office and retail sector jobs would create an additional yet undetermined number of secondary jobs in the city's business services sector. This could have a growth-inducing effect of attracting new residents to the city.

Generation of housing demand and growth-induction will be discussed in the EIR.

NOTES - Population/Employment/Housing

/1/ Number of on-site employees estimated at the rates of: 1 employee per 250 sq. ft. of office space and 1 employee per 400 sq. ft. of retail space. Source: California Office of Planning and Research, January 1978, Economic Practices Manual, pp. 35-37.

/2/ Housing demand was calculated with the formula provided in a memorandum by Dean Macris, Director of Planning, July 20, 1981:

$$\frac{\text{Gross square feet of office space}}{250 \text{ sq. ft. per employee}} \times 0.22 = \text{number of housing units required}$$

4. Transportation/Circulation.

Would the construction or

operation of the project result in:

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Change in use of existing transportation systems (transit, roadways, pedestrian ways, etc.)?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
b. An increase in traffic which is substantial in relation to existing loads and street capacity?	<u> </u>	<u>X</u>	<u> </u>	<u> </u>	<u>X</u>
c. Effects on existing parking facilities, or demand for new parking?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
d. Alteration to current patterns of circulation or movement of people and/or goods?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
e. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	<u> </u>	<u>X</u>	<u> </u>	<u> </u>	<u>X</u>
f. A need for maintenance or improvement or change in configuration of existing public roads or facilities?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
g. Construction of new public roads?	<u> </u>	<u> </u>	<u>X</u>	<u> </u>	<u> </u>

Increased employment at the site would impose increased demands on all existing public and private transportation, including Muni, BART, Golden Gate Transit, AC Transit, SamTrans, and the Southern Pacific RR. Project parking demands would not be met with on-site parking and would not be accommodated by existing parking near the project. Available parking would be reduced by 75 spaces. Aldrich Alley would be widened to a ten-ft. driveway to facilitate truck access to the loading dock. Project-related impacts and cumulative transportation/circulation impacts will be analyzed in the EIR.

5. Noise.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Would the proposed project result in generation of noise levels in excess of those currently existing in the area? (during construction)	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
b. Would existing noise levels impact the proposed use?	<u> </u>	<u> </u>	<u>X</u>	<u> </u>	<u> </u>
c. Are Title 25 Noise Insulation Standards applicable?	<u> </u>	<u> </u>	<u>X</u>	<u> </u>	<u> </u>

Project Construction

Project construction would require approximately 18 months and would involve demolition of the existing garage, excavation, and construction of the proposed structure. Construction noise associated with site development would temporarily increase noise levels in the project vicinity. Persons in the offices and retail establishments located adjacent to the site would be the most sensitive receptors of construction noise. Temporary and intermittent noise impacts would result from the use of impact pile driving equipment which may be needed for foundation preparation. Exterior noise levels could reach 85 dBA at 50 ft.; interior noise levels at structures adjacent to the site could reach 71 dBA. Construction noise at these levels would interfere with normal speech.

The San Francisco Noise Ordinance limits noise emissions from powered construction equipment, with the exception of impact tools, to 80 dBA at a distance of 100 ft. The project contractor would adhere to this limit for all equipment, other than impact tools. Pile driving equipment does not comply with the provisions of the Noise Ordinance; a limitation of the hours of construction where such equipment is used may be required under the ordinance. The project sponsor has agreed to mitigation measures listed on p. 25 to reduce the effects of pile driving and other construction noise. Further consideration will be given to this issue in the EIR.

Project Operation

Typical of downtown San Francisco, the noise environment of the site is dominated by vehicular traffic noise. The Environmental Protection Element of the San Francisco Comprehensive Plan indicates a day-night average noise level (L_{dn}) of 70 dBA on New Montgomery and Mission Sts. adjacent to the site in 1974./1,2/ The Environmental Protection Element contains guidelines for determining the compatibility of various land uses with different noise environments. For office uses the guidelines recommend no special noise control measures in an exterior noise environment up to an L_{dn} of 70 dBA. For this noise level, the guidelines require an analysis of noise reduction

requirements and inclusion of noise insulation features in the building design. As this will be done by the project sponsor, no further analysis is needed in the EIR.

Project operation would not result in noise levels greater than those presently existing in the area. The amount of traffic generated by the project during any hour of the day, and cumulative traffic increases at the time of project completion, would cause traffic noise levels to increase by less than one dBA. To produce a detectable increase in environmental noise, a doubling of existing traffic volumes would be required; traffic increases of this magnitude would not occur with anticipated cumulative development.

Mechanical equipment noise is regulated by the San Francisco Noise Ordinance, San Francisco Municipal Code, Section 2909, "Fixed Source Noise Levels," which the project sponsor is committed to follow. The project site and surrounding area are zoned C-3-0. In this zone, the ordinance limits equipment noise levels at the property line to 70 dBA between 7 a.m. and 10 p.m. and 60 dBA between the hours of 10 p.m. and 7 a.m. During lulls in traffic, mechanical equipment generating 70 dBA would dominate the site noise environment. As equipment noise levels would be limited to 60 dBA to meet the nighttime limit, they would not be perceptible within the sound-level context of the project. Further discussion of operational noise will not be included in subsequent environmental documentation for the project.

NOTE - Noise

/1/ dBA is a measure of sound in units of decibels (dB). The "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound.

/2/ L_{dn} , the day-night average noise level, is a noise measurement based on human reaction to cumulative noise exposure over a 24-hour period, taking into account the greater annoyance of nighttime noises (noise between 10 p.m. and 7 a.m. is weighted 10 dBA higher than daytime noise).

6. Air Quality/Climate.

Would the proposed project result in:

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Violation of any ambient air quality standard or contribution to an existing air quality violation?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
b. Exposure of sensitive receptors to air pollutants?	<u> </u>	<u>X</u>	<u> </u>	<u> </u>	<u>X</u>
c. Creation of objectionable odors?	<u> </u>	<u> </u>	<u>X</u>	<u> </u>	<u> </u>
d. Burning of any materials including brush, trees, or construction materials?	<u> </u>	<u> </u>	<u>X</u>	<u> </u>	<u> </u>
e. Alteration of wind, moisture, or temperature (including sun shading effects), or any change in climate, either locally or regionally?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>

Concentrations of air pollutants in San Francisco are monitored by the Bay Area Air Quality Management District (BAAQMD) at 900 Twenty-third St., about two miles south of the site. Prior to 1980, a BAAQMD monitoring station was also located at Van Ness Ave. and Ellis St. Air quality data collected by the BAAQMD at both locations show that San Francisco experiences infrequent exceedances of the ambient air quality standards for ozone, carbon monoxide, and total suspended particulate.

Two types of air quality impacts could be expected from this project: short-term impacts from construction activity, and long-term impacts related to use and operation of the structure. Climatic conditions in downtown San Francisco allow rapid dispersal of air pollutants, so local stationary sources of emissions rarely create a measurable impact at monitoring stations. Rather, their impact is to add to regional accumulations of pollutants. Thus the project would probably not result in direct exceedance of any air quality standard, although it would contribute to existing exceedances.

Project Construction

Demolition, excavation, and construction activities would affect local air quality for approximately 18 months. Grading and other construction activities would cause a temporary increase in particulate and hydrocarbon emissions. These emissions would be carried by prevailing winds and probably would not cause emissions standards to be violated at the monitoring station. Without mitigation, construction-generated dust might cause exceedances of the particulate standard in the immediate project area. Dustfall may occur on surfaces within 200 to 800 ft. of the project site under low winds. Blowing dust may be an annoyance in the vicinity of the site when winds exceed 12 miles per hour. Construction dust is composed primarily of large particles that settle out of the atmosphere rapidly with increasing distance from the source. Thus it is more of a nuisance than a health hazard, except to sensitive receptors such as those with respiratory diseases.

Diesel powered construction equipment would emit, in decreasing order by weight, nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons, and particulate. This would increase local concentrations temporarily but would not be expected to increase the frequency of exceedances of air quality standards. Pouring asphalt and applying certain architectural coatings would release hydrocarbons./1/ Although ambient concentrations of these pollutants would be increased for the duration of the construction period, no increases in measured concentrations at the Twenty-third St. monitoring station are expected to occur.

The project sponsor has agreed to the mitigation measures listed on p. 25; therefore, construction air quality impacts will not be discussed in the EIR.

Project Operation

Project operation and related activities, such as project-generated traffic, would incrementally degrade air quality and impede regional efforts to attain and maintain air quality standards. Combustion of natural gas for space and water heating would generate small amounts of pollutants in the project area. Electrical energy consumption would place an increased demand on local

generation plants, possibly resulting in greater emissions from these facilities. Further environmental documentation is necessary to determine the effect of project operation on roadside concentrations of carbon monoxide and regional emissions of pollutants, and on the frequency of violation of the standards; this will be discussed in the EIR.

Wind

West and northwest winds prevail in San Francisco; the project is moderately exposed to northwest and west winds above the level of the Call Building./2/ Aldrich Alley is so narrow that aerodynamically, with northwest winds, the Call Building and the project would act as one structure, and wind accelerations would occur above ground level along the narrow eastern and western faces of the building. A westerly wind would accelerate moderately as it passes through Aldrich Alley, which is seldom used by pedestrians.

Pedestrians along New Montgomery St. would experience higher winds as they passed Aldrich Alley, but friction along the relatively narrow 14.5-ft. passageway would limit the severity of the wind acceleration./3/ Pedestrian areas adjacent to the building along Mission St. would experience generally lighter winds due to the shelter offered by the building. The project does not appear to have the potential to create adverse ground-level wind impacts in areas with significant pedestrian traffic; therefore no further analysis is necessary./2/

Shadows

The project would cast new shadows on the Call Building, the Sheraton Palace Hotel including the Garden Court, and buildings located east of the project between New Montgomery and Second Sts. A complete shadow analysis will be included in the EIR for the project.

NOTES - Air Quality/Climate

/1/ These types of emissions are controlled by Regulations 3 and 9, respectively, of the BAAQMD: BAAQMD, Regulation 3 (reactive organic gas emissions) adopted January 4, 1967; and Regulation 9 (architectural coatings) adopted March, 1978. The project contractor would comply with these regulations.

/2/ Donald Ballanti, Certified Consulting Meteorologist, Wind Impact Evaluation for the Proposed 90 New Montgomery Street Building, November, 1981, prepared for Environmental Science Associates, Inc.

/3/ Donald Ballanti, Certified Consulting Meteorologist, letter, January 7, 1982.

7. Utilities and Public Services.

Would the proposed project:

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Have an effect upon, or result in a need for new or altered, governmental services in any of the following?					
fire protection	—	—	X	—	X
police protection	—	—	X	—	X
schools	—	—	X	—	—
parks or other recreational facilities	—	—	X	—	—
maintenance of public facilities	—	—	X	—	—
power or natural gas	—	—	X	—	X
communications systems	—	—	X	—	—
water	—	—	X	—	—
sewer/storm water drainage	—	—	X	—	X
solid waste collection and disposal	—	—	X	—	X

Fire Protection: The project would increase building floor area on this site by about 400 percent and would increase the number of persons employed on the site from 10 to 520. This would not result in a need for additional Fire Department personnel or equipment./1/ The project would incorporate all emergency response systems stipulated by the Life Safety Code, including fire alarms, an emergency communication system, an emergency power supply and an on-site emergency water supply. These measures would reduce hazards to building occupants during an earthquake or fire.

Police Protection: The project would increase population and private property on the site, thus increasing the opportunity for crime. The project site is within the Southern Police District with headquarters at 850 Bryant St. The

area is patrolled at all hours by radio-dispatched patrol cars. The Police Department does not expect to require additional police personnel or equipment to serve the project./2/

Power or natural gas: Gas and electricity would be provided by Pacific Gas and Electric. PG&E would anticipate no problems in supplying these utilities for the project./3/

Water: The project site is served by mains located on New Montgomery and Mission Sts. The project would result in a net increase in water use at the site of approximately 16,400 gallons per day. This is a 12-inch main in Mission St. and an 8-inch main in New Montgomery St.; these existing mains have sufficient capacity and pressure to handle the additional demand./4/

Sanitary Sewer: The site is served by 3-foot by 5-foot combined storm and sanitary sewers located on Mission and New Montgomery Sts. The project would generate an estimated additional 16,400 gpd of wastewater per day. The sewer serving the site has sufficient capacity to carry the additional load and no expansion of the present collection and treatment system would be required to serve the project./5/

Solid Waste Disposal: The project would generate about 0.7 tons of solid waste per day. Golden Gate Disposal Company serves the site and anticipates no problems in meeting collection demand./6/ Disposal of municipal solid wastes presently occurs at a landfill site in Mountain View. The contract with this facility expires in October 1983. The City is presently negotiating with other landfill sites to accept San Francisco's solid waste on an interim basis until a solid waste program is implemented in late 1986. The solid waste program would consist of intensified recycling, a resource recovery project generating electricity from the burning of solid wastes, and landfill disposal of bypass and residue wastes from the resource recovery process. The project and cumulative development are not expected to present problems in solid waste disposal upon implementation of the solid waste program./7/

All utilities and public services could serve the project with existing capacity; this topic will not be discussed in the EIR.

NOTES - Utilities and Public Services

/1/ Chief Joseph A. Sullivan, Division of Support Services, San Francisco Fire Department, letter, November 18, 1981.

/2/ Sergeant James Farrell, Division of Planning and Research, San Francisco Police Department, telephone conversation, November 16, 1981.

/3/ Herbert C. Luders, Industrial Power Engineer, Pacific Gas and Electric, telephone conversation, January 6, 1982.

/4/ J.E. Kenck, Manager, San Francisco Water Department, letter, November 25, 1981.

/5/ Nathan Lee, Engineering Associate II, Division of Sewer System Design, San Francisco Clean Water Program, telephone conversation, November 10, 1981.

/6/ Fiore Garbarino, Treasurer, Golden Gate Disposal Company, telephone conversation, November 16, 1981.

/7/ David Gavrich, Assistant Manager for Solid Waste Management, Chief Administrative Office, Special Projects, City of San Francisco, telephone conversation, January 6, 1982.

8. Biology

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Would there be a reduction in plant and/or animal habitat or interference with the movement of migratory fish or wildlife species?	___	___	<u>X</u>	___	___
b. Would the project affect the existence or habitat of any rare, endangered or unique species located on or near the site?	___	___	<u>X</u>	___	___
c. Would the project require removal of mature scenic trees?	___	___	<u>X</u>	___	___

9. Land. (topography, soils, geology) Would the proposed project result in or be subject to:

a. Potentially hazardous geologic or soils conditions on or immediately adjoining the site? (slides, subsidence, erosion, and liquefaction)	<u>X</u>	___	___	___	<u>X</u>
b. Grading? (consider height, steepness and visibility of proposed slopes; consider effect of grading on trees and ridge tops)	___	<u>X</u>	___	___	<u>X</u>

c. Generation of substantial spoils during site preparation, grading, dredging or fill?

<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
<u> </u>	<u> X </u>	<u> </u>	<u> </u>	<u> X </u>

A review of available geologic data indicates the site is underlain by artificial fill and/or dune sand./1,2/ Artificial fill is generally not considered suitable for support of multi-storied buildings. The site is also mapped as being in an area of major potential subsidence hazard and major liquefaction potential hazard./1/ Groundshaking is expected to be "strong" on the site for a major earthquake of the 1906 type. The project structure would be supported on piles designed and constructed under the supervision of a structural and geotechnical engineer./3/ Project design would comply with all applicable seismic and life safety standards.

The extent of grading and amount of material to be removed has not yet been determined. The existing parking garage has a basement level which extends beneath the sidewalks surrounding the project; a request for continued use of the subsurface parking area would be included with the application for a building permit./4/ Shoring is not expected to affect adjacent structures./3/ The project sponsor would post a surety bond, if required by the San Francisco Department of Public Works, before issuance of a permit to excavate. Such a bond would protect the City against damages to City-owned sidewalks, streets and utilities.

All used material resulting from demolition of the existing structure would be removed from the site. A discussion of grading and foundation design will be included in the project EIR.

NOTES - Land

/1/ URS/John A. Blume and Associates, 1974, San Francisco Seismic Safety Investigation

/2/ Schlocker, Julius, 1974, Geology of the San Francisco North Quadrangle, California (USGS Professional Paper 782)

/3/ Peter Gordon, Architect, Gensler and Associates, letter, November 4, 1981.

10. Water.

Would the proposed project result in:

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Reduction in the quality of surface water?	<u> </u>	<u> </u>	<u> X </u>	<u> </u>	<u> X </u>
b. Change in runoff or alteration to drainage patterns?	<u> </u>	<u> </u>	<u> X </u>	<u> </u>	<u> X </u>
c. Change in water use?	<u> X </u>	<u> </u>	<u> </u>	<u> </u>	<u> X </u>
d. Change in quality of public water supply or in quality or quantity (dewatering) of groundwater?	<u> </u>	<u> X </u>	<u> </u>	<u> </u>	<u> X </u>

The project would not reduce the quality of surface water, change the amount of runoff from the site, or alter drainage patterns, because the site is now entirely covered with impermeable surfaces. The project would increase water use on the site. Current water use on the site is about 600 gallons per day (gpd). The project would use about 17,000 gpd, increasing water use on the site by about 16,400 gpd.

Until a soils study, which is now being prepared, is completed, it is not known whether dewatering would be required. However, depending on the depth of excavation and the depth of groundwater, similar projects in the site vicinity have required dewatering in the past. See Section C for mitigation measures should dewatering be required. The extent and effects of dewatering will be discussed in the project EIR.

11. Energy/Natural Resources. Would the proposed project result in:

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Any change in consumption of energy?	<u> X </u>	<u> </u>	<u> </u>	<u> </u>	<u> X </u>
b. Substantial increase in demand on existing energy sources?	<u> </u>	<u> </u>	<u> X </u>	<u> </u>	<u> X </u>
c. An effect on the potential use, extraction, conservation or depletion of a natural resource?	<u> X </u>	<u> </u>	<u> </u>	<u> </u>	<u> X </u>

Site development, building construction, and production and transportation of building materials would consume energy derived from non-renewable resources. When occupied, the project would increase energy consumption at the site by providing about 132,600 sq. ft. of new floor space for office and retail activities. The project would contribute to cumulative energy consumption in downtown San Francisco which would result in depletion of non-renewable energy resources. Energy consumption will be discussed in the project EIR.

12. Hazards. Would the proposed project result in:

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Increased risk of explosion or release of hazardous substances (e.g., oil, pesticides, chemicals or radiation), in the event of an accident, or cause other dangers to public health and safety?	___	___	<u>X</u>	___	___
b. Creation of or exposure to a potential health hazard?	___	___	<u>X</u>	___	___
c. Possible interference with an emergency response plan or emergency evacuation plan?	___	<u>X</u>	___	___	<u>X</u>

The project would incorporate all emergency response systems stipulated by the Life Safety Code, including fire alarms, an emergency communication system, an emergency power supply and an on-site emergency water supply. These measures would reduce hazards to building occupants during an earthquake or fire.

The project would increase the City's daytime population; employees in the proposed building would contribute to congestion if an emergency evacuation of Downtown were required. The potential impact of the project on the City's emergency response plan will be considered in the project EIR.

13. Cultural. Would the proposed project:

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Include or affect a historic site, structure or building?	<u>X</u>	___	___	___	<u>X</u>
b. Include or affect a known archaeological resource or an area of archaeological resource potential?	___	___	<u>X</u>	___	___
c. Cause a physical change affecting unique ethnic or cultural values?	___	___	<u>X</u>	___	<u>X</u>

The site is approximately 1,260 feet west of the historic San Francisco Bay shoreline./1/ Archaeological resources of prehistoric age may exist on or near the project site. This topic will be discussed in the project EIR. If any artifacts were to be discovered during site excavation, the project sponsor has agreed to the mitigation measure on p. 27 to provide protection.

The project site is on New Montgomery St. where several architecturally significant buildings are located./2/ Effects of the project on these buildings and the surrounding area will be discussed in the EIR.

NOTES - Cultural

/1/ Schlocker, Julius, 1974, Geology of the San Francisco North Quadrangle, California (USGS Professional Paper 782)

/2/ Foundation for San Francisco's Architectural Heritage, 1979, Splendid Survivors

C. MITIGATION MEASURES:

	<u>Yes</u>	<u>No</u>	<u>Disc.</u>
Are mitigation measures included in the project?	<u>X</u>	<u> </u>	<u>X</u>
Are other mitigation measures available?	<u>X</u>	<u> </u>	<u> </u>

Mitigation Measures currently proposed as part of the project include the following:

TRANSPORTATION/CIRCULATION

- Vehicle-activated signals would be installed at both ends of the garage ramp, to prevent head-on conflicts between inbound and outbound vehicles on the one-lane ramp and to warn pedestrians on the sidewalk of the approach of outbound vehicles.

- The curb-to-curb width of Aldrich Alley would be increased by three feet for the length of the site to facilitate access to the enclosed loading dock. This would be done by the project sponsor pursuant to discussion (December 30, 1981) with the Department of Public Works.

NOISE

- The project contractor would muffle and shield intakes and exhausts, shroud or shield impact tools, and use electric-powered rather than diesel-powered construction equipment, as feasible.

AIR QUALITY/CLIMATE

- During excavation, unpaved demolition and construction areas would be wetted to hold down dust; if this were done at least twice a day with complete coverage, particulate emissions (dust) would be reduced about 50%.
- The general contractor would maintain and operate construction equipment in such a way as to minimize exhaust emissions.
- The general contractor would use water-based or latex paints on all interior drywalls painted, rather than oil-based paints, which emit hydrocarbons while drying. This would reduce hydrocarbons from drying paint by about 60%.

UTILITIES AND PUBLIC SERVICES

- The project would incorporate low-flow faucet and toilet fixtures to reduce water consumption and wastewater.
- The project would be equipped with a trash compactor to reduce the volume of solid waste requiring storage and transport. Separate storage facilities for recyclable waste material would be provided for office use.

LAND (Topography, Soils, Geology)

- A detailed foundation and structural design study would be conducted for the building by a licensed structural engineer and a geotechnical consultant. The project sponsor would follow the recommendations of these studies during the final design and construction of the project.
- The project would have a pile foundation, which would resist hazards such as liquefaction, subsidence, and unstable subsurface conditions (artificial fill). A pile foundation would also provide some measure of protection against seismic forces.
- Excavation pit walls would be shored up and protected from slumping or lateral movement of soils into the pit. Shoring and sheeting with soldier beams could be used for this purpose. The contractor would comply with the Excavation Standards of the California Occupational Safety and Health Agency (Department of Industrial Relations).

WATER

- Should dewatering be necessary, subsidence in surrounding buildings and streets would be monitored by the project sponsor to insure that damage is kept to a minimum. Dewatering would cease should excessive subsidence occur. If any adjacent structures are supported on wet wood piles, a method would be devised to keep the piles moist during construction.

ENERGY

- Wherever possible, office suites would be equipped with individual light switches, fluorescent lights, and other energy saving devices as appropriate to conserve electric energy.

CULTURAL

- Should evidence of cultural or historic artifacts of significance be found during project excavation, the Environmental Review Officer and the

President of the Landmarks Preservation Advisory Board would be notified. The project sponsor would select an archaeologist to help the Office of Environmental Review determine the significance of the find and whether feasible measures, including appropriate security measures, could be implemented to preserve or recover such artifacts. The Environmental Review Officer would then recommend specific mitigation measures, if necessary, and recommendations would be sent to the State Office of Historic Preservation. Excavation or construction which might damage the discovered cultural resources would be suspended for a maximum of four weeks to permit inspection, recommendation and retrieval, if appropriate.

Other available mitigation measures will be discussed in the EIR.

D. ALTERNATIVES:

Yes No Disc.

Were other alternatives considered:

X X

These alternatives will be discussed in greater detail in the EIR for this project.

1. The Proposed Controls Alternative would be a building designed to meet the criteria outlined in Guiding Downtown Development, published in May 1981 by the Department of City Planning. Height and bulk proposed for the site is 500-S; the proposed FAR would be 12:1. The building would be a 12-story office building with ground level retail similar to the proposed project.
2. The Mission St. Dock Alternative would provide a loading dock with access from and egress to Mission St.
3. The Pass-through Dock Alternative would provide a loading dock with access from Aldrich Alley and egress on Mission St.
4. The Housing Alternative would be a mixed-use project providing on-site housing equal to the demand created by the office space.

5. The No-Parking Alternative would eliminate the 25-space parking garage in the basement level of the proposed project.
6. The Parking Alternative would retain the existing number of parking spaces with office space provided in a structure above the garage.
7. An Historic Alternative would be a structure designed with a height which matches the Call Building and which is sympathetic to its detailed facade.
8. The No-Project Alternative would continue the use of the existing parking garage.

E. MANDATORY FINDINGS OF SIGNIFICANCE:

	<u>Yes</u>	<u>No</u>	<u>Disc.</u>
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal, or eliminate important examples of the major periods of California history or prehistory?	___	<u>X</u>	___
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	___	<u>X</u>	___
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable?	<u>X</u>	___	<u>X</u>
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	___	<u>X</u>	___
5. Is there a serious public controversy concerning the possible environmental effect of the project?	___	<u>X</u>	___

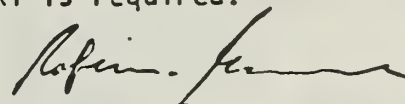
The project would contribute to the effects of cumulative development on housing demand, transportation systems, air quality, and energy demand.

On the basis of this initial evaluation:

_____ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

_____ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers_____, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

✓
_____ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.



Robert W. Passmore
Assistant Director-Implementation

for

Dean L. Macris
Director

Date: January 22, 1982

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Association of Bay Area
Governments
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Bay Area Air Quality
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San Francisco, California 94109
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Bay Area Rapid Transit
District
800 Madison Street
Oakland, California 94607

Golden Gate Bridge Highway
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P.O. Box 9000, Presidio Station
San Francisco, California 94129

Metropolitan Transportation
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San Francisco Bay Transportation
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CITY AND COUNTY OF SAN FRANCISCO

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100 Larkin Street
San Francisco, California 94101
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Susan Bierman
Norman Karasick, Alternate
Eugene Kelleher, Alternate
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San Francisco Landmarks Preservation
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100 Larkin Street
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San Francisco Water Department
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425 Mason Street
San Francisco, California 94102
Attention: John Kenck, Manager

San Francisco Fire Department
260 Golden Gate Avenue
San Francisco, California 94102
Attention: Joseph Sullivan, Chief
Support Services

San Francisco Police Department
Planning and Research Division
850 Bryant Street
San Francisco, California 94103
Attention: Sgt. Paul Libert

San Francisco Department of
Public Works
Traffic Engineering Division
460 McAllister Street
San Francisco, California 94102
Attention: Scott Shoaf

San Francisco Department of
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Mechanical Section
45 Hyde Street, #222
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Attention: Ray G. Danehy

MUNI Planning Division
949 Presidio Avenue, #204
San Francisco, CA 94115
Attention: Susan Chelone

San Francisco Committee for
Utility Liaison on Construction
and Other Projects (CULCOP)
c/o GES - Utility Liaison
City Hall, Room 363
San Francisco, CA 94102
Attention: Mr. Herman Beneke

Economic Development Council
552 McAllister Street
San Francisco, CA 94102
Attention: Richard Goblirsch

San Francisco Public Utilities
Commission
949 Presidio Ave.
San Francisco, CA 94115
Attention: Flint Nelson

San Francisco Public Utilities
Commission
City Hall, Room 287
San Francisco, CA 94102
Attention: Mr. Richard Sklar

San Francisco Real Estate Department
450 McAllister Street, Room 600
San Francisco, CA 94102
Attention: Mr. Wallace Wortman
Director of Property

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Northern California Chapter
790 Market Street
San Francisco, California 94102

Building Owners and Managers
Association
690 Market Street
San Francisco, California 94104
Attention: Elmer Johnson

Building Service Employees Union
Local 87
240 Golden Gate Avenue
San Francisco, California 94102

Charles Hall Page and Associates
364 Bush Street
San Francisco, California 94104

Downtown Senior Social Services
295 Eddy Street
San Francisco, California 94102

Downtown Association
582 Market Street
San Francisco, California 94104
Attention: Lloyd Pflueger, Mgr.

Economic Opportunity Center
District Council V
1173 Mission Street
San Francisco, California 94103
Attention: Mr. Lee Meyerzove,
Chairman

Environmental Impact Planning Corp.
319 Eleventh Street
San Francisco, California 94103

The Foundation for San Francisco's
Architectural Heritage
2007 Franklin Street
San Francisco, California 94109
Attention: Grant Dehart
Executive Director

Friends of the Earth
124 Spear Street
San Francisco, California 94105
Attention: Connie Parrish

Gray Panthers
944 Market Street
San Francisco, California 94102
Attention: W. Nunnally

Gruen Gruen & Associates
564 Howard Street
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President

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Attention: Bernard Speckman

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312 Sutter Street
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1390 Market Street, Suite 260
San Francisco, California 94102
Attention: R. Sullivan,
Manager

San Francisco Downtown Market Street
Improvement Association
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Attention: Mr. Ralph Leon Isaacs

San Francisco Forward
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Attention: Frank Noto

San Francisco Tomorrow
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San Franciscans for Reasonable
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San Francisco, California 94105

San Francisco Retail Merchants
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Senior Escort Program
South of Market Branch
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Neighborhood Coordinator

Bay Area Council
348 World Trade Center
San Francisco, CA 94111

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San Francisco, CA 94118

Sierra Club
530 Bush St.
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Attention: Becky Evans

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Henry E. Keyes Trust
c/o Michael Carney
74 New Montgomery, #102
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639 Market Street
San Francisco, CA 94119

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2340 Sutter Street
San Francisco, CA 94115

Lore and Shelly Sucher
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Benny Yee
1830 40th Street
San Francisco, CA 94122

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c/o Harold Shein & Co.
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City Editor

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San Francisco, CA 94103
Attention: Marshall Kilduff

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110 5th St.
San Francisco, CA 94103
Attention: Gerald Adams

San Francisco Progress
851 Howard St.
San Francisco, CA 94103

The Sun Reporter
1366 Turk St.
San Francisco, CA 94115

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